

City of Milpitas

Transportation Position Statements

Revised by City Council XXXXXXXXXX

General Transportation Statements

Milpitas shall:

- 1) Conduct public outreach for major transportation projects and coordinate with all appropriate agencies on regional transportation projects;
- 2) Promote alternatives, such as transit, car/vanpooling and bicycling, to commuting in single occupant vehicles;
- 3) Support alternative fuel programs;
- 4) Be open to innovative alternative modes of transportation technologies provided funding of construction, operation, and maintenance costs are available;
- 5) Work with local businesses to promote effective Transportation Demand Management (TDM) programs;
- 6) Increase Light Rail Shuttle service where need demands;
- 7) Advocate reorganization of the VTA Board to provide direct representation for all Santa Clara County jurisdictions;
- 8) Improve pedestrian walkways (sidewalks, trails etc.) within the City when opportunities arise;
- 9) Support and advocate that a portion of transportation construction costs be used for design enhancements;
- 10) Maintain a high performance traffic signal system;
- 11) Pursue complete landscaping and maintenance provisions for all transportation facilities; and,
- 12) Monitor and require all possible methods to minimize traffic disruption during construction projects.

Bay Area Rapid Transit (BART) Extension to Downtown San Jose

- 1) Montague Expressway
 - a) The alternative design for the Montague Station, as developed by the City of Milpitas, is preferred.
 - b) The design of the station at this location and its compatibility with the Midtown Plan and the proposed grade separation of Montague Expressway and Great Mall Parkway-Capitol Avenue is extremely important for Milpitas.
 - c) The BART design should be compatible with a grade separation of Great Mall Parkway-Capitol Avenue/ Montague Expressway.
 - d) The funding of the grade separation at Great Mall Parkway-Capitol Avenue/Montague Expressway should be identified as soon as possible so that construction can be completed prior to BART.
 - e) The Montague station should be designed with highly efficient access from Montague Expressway and Capitol Avenue.
 - f) The Montague station should be designed not to optimize access or potential development options for parcels in the vicinity.

- g) The Montague station design concepts should be consistent with and serve to optimize the operation of Montague Expressway.
 - h) Milpitas may consider advancing funds for the studies and engineering on the grade separation of Great Mall Parkway-Capitol Avenue/Montague Expressway contingent upon County cooperation and agreement.
- 2) Dixon Landing Road
- a) The EIS should include the possibility of obtaining outside funds for a grade separation of the Dixon Landing Road rail crossing.
 - b) The BART alignment should run under Dixon Landing Road or Dixon Landing should run under BART and the Union Pacific (UP) tracks to minimize impacts on adjacent residential uses.
- 3) Optional Calaveras Station
- a) Milpitas fully supports the funding, development and operation of a second station located at the southwest quadrant of Calaveras and Milpitas Blvds.
 - b) Public/private partnership opportunities at the optional Calaveras station should not be precluded.
- 4) Parking
- a) Since land is at a premium, Milpitas will pursue structured parking wherever possible to accommodate the parking needs at BART stations.
 - b) Structured parking must be designed for aesthetic and functional compatibility to adjacent land uses and not diminish the "Gateway" value of previously designated sites.
- 5) Transit Oriented Development
- a) The City encourages the concept of transit oriented development that supports transit around, or even on, public transportation sites.
 - b) The City will pursue the development of the Transit Area Plan for the Midtown Sub-Area to optimize opportunities for future development that is based on market realities.

I-680/I-880 Cross Connector

- 1) The City will prepare a transportation area plan which will evaluate the surrounding land use options around the Montague transit stations.
- 2) The City agrees with the "Share the Pain" expectation that all jurisdictions will incur improvements within their jurisdictional boundaries to meet the goals of the project.
- 3) The most effective improvements within Milpitas are those proposed for Calaveras Boulevard and Montague Expressway.
- 4) Improvements to Dixon Landing Road should accommodate widening to six lanes.
- 5) The Calaveras Boulevard overpass-widening project must include adequate facilities for pedestrians and bicyclists.
- 6) The City will consider creating a traffic impact fee to help offset costs of enhancing capacities of east/west corridors.

I-237/I-880& Tasman/I-880 Interchanges

- 1) The Interstate 237 and 880 interchange is highly significant and visible and provides a major gateway to Milpitas.

- 2) A comprehensive and maintainable landscape program is required for the I-237 and I-880 interchange, including the Tasman Drive and I-880 interchange

I-680 High Occupancy Vehicle & HOT Lanes

- 1) Milpitas will continue to seek funding for soundwalls on both sides of I-680 including the area adjacent to the Sunnyhills neighborhood.
- 2) Milpitas will coordinate with Caltrans and Alameda County Congestion Management Agency to minimize the impacts of soundwall construction on Milpitas citizens.
- 3) The City supports the study and implementation of High Occupancy Toll (HOT) lanes on I-680.

Bike/Pedestrian Overcrossing at Union Pacific Tracks

- 1) The City will pursue the reprogramming of funds to the Berryessa or Coyote Creek Trail Projects.

Valley Transportation Plan 2030 (VTP 2030)

- 1) Milpitas approved priorities are:
 - a. Calaveras Boulevard overpass widening;
 - b. Montague Expressway/Capitol Avenue grade separation;
 - c. Dixon Landing Road/North Milpitas Boulevard intersection improvements; and,
 - d. Dixon Landing Road widening.

City of Milpitas

Transportation Position Statements

Revised by City Council May 4, 2004XXXXXXXXXX

General Transportation Statements

Milpitas shall:

- 1) Conduct public outreach for major transportation projects and coordinate with all appropriate agencies on regional transportation projects;
- 2) Promote alternatives, such as transit, car/vanpooling and bicycling, to commuting in single occupant vehicles;
- 3) Support alternative fuel programs;
- 4) Be open to innovative alternative modes of transportation technologies provided funding of construction, operation, and maintenance costs are available;
- 5) Work with local businesses to promote effective Transportation Demand Management (TDM) programs;
- 6) Increase Light Rail Shuttle service where need demands;
- 7) Advocate reorganization of the VTA Board to provide direct representation for all Santa Clara County jurisdictions;
- 8) Improve pedestrian walkways (sidewalks, trails etc.) within the City when opportunities arise;
- 9) Support and advocate that a portion of transportation construction costs be used for design enhancements;
- 10) Maintain a high performance traffic signal system;
- 11) Pursue complete landscaping and maintenance provisions for all transportation facilities; and,
- 12) Monitor and require all possible methods be used to minimize traffic disruption during construction projects.

Bay Area Rapid Transit (BART) Extension to Downtown San Jose

1) Montague Expressway

- a) The alternative design for the Montague Station, as developed by the City of Milpitas, is preferred.
The BART alignment should be depressed at Montague Expressway due to the proximity of existing railroad spur lines and Piper Drive, and the difficulty of lowering Montague under BART at grade.
- b) The design of the station at this location and its compatibility with the Midtown Plan and the proposed grade separation of Montague Expressway and Great Mall Parkway-Capitol Avenue is extremely important for Milpitas.
- c) The BART design should be compatible with a grade separation of Great Mall Parkway-Capitol Avenue/ Montague Expressway.
- d) The funding of the grade separation at Great Mall Parkway-Capitol Avenue/Montague Expressway should be identified as soon as possible so that construction can be completed prior to BART.

- e) The Montague station should be designed with highly efficient access from Montague Expressway and Capitol Avenue.
 - f) The Montague station should be designed not to optimize access or potential development options for parcels in the vicinity.
 - g) The Montague station design concepts should be consistent with and serve to optimize the operation of Montague Expressway.
 - h) Milpitas may consider advancing funds for the studies and engineering on the grade separation of Great Mall Parkway-Capitol Avenue/Montague Expressway contingent upon County cooperation and agreement.
- 2) Dixon Landing Road
- a) ~~There are three vertical alignment options at this location: BART elevated, at grade, or depressed. All three alignment options should be analyzed in the EIR/EIS and also should~~ include the possibility of obtaining outside funds for a grade separation of the Dixon Landing Road rail crossing.
 - b) ~~Milpitas does not support the elevated alignment of BART at Dixon Landing Road. The BART alignment should run under Dixon Landing Road or Dixon Landing should run under BART and the Union Pacific (UP) tracks, to minimize impacts on adjacent residential uses.~~
- 3) Optional Calaveras Station
- a) Milpitas fully supports the funding, development and operation of a second station located at the southwest quadrant of Calaveras and Milpitas Blvds.
 - b) ~~The Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the BART project should fully analyze the impacts of a second station located at the southwest quadrant of Calaveras and Milpitas Blvds. This will allow exploration of~~
 - b) Public/private partnership opportunities at the optional Calaveras station should not be explored/precluded. for this centrally located Milpitas station.
- 4) Parking
- a) Since land is at a premium, Milpitas will pursue structured parking wherever possible to accommodate the parking needs at BART stations.
 - b) Structured parking must be designed for aesthetic and functional compatibility to adjacent land uses and not diminish the "Gateway" value of previously designated sites.
- 5) Transit Oriented Development
- a) The City encourages the concept of transit oriented development that supports transit around, or even on, public transportation sites.
 - b) The City will pursue the development of the Transit Area Plan for the Midtown Sub-Area to optimize opportunities for future development that is based on market realities.

I-680/I-880 Cross Connector

- 1) The City will prepare a transportation area plan which will evaluate the surrounding land use options around the Montague transit stations.

- 2) The City agrees with the "Share the Pain" expectation that all jurisdictions will incur improvements within their jurisdictional boundaries to meet the goals of the project.
- 3) The most effective improvements within Milpitas are those proposed for Calaveras Boulevard and Montague Expressway.
- ~~4) Improvements to Mission Boulevard would have the most beneficial impact of all corridors.~~
- ~~5) 4) Improvements to Dixon Landing Road should accommodate widening to six lanes.~~
- ~~6) 5) The Calaveras Boulevard overpass-widening project must include adequate facilities for pedestrians and bicyclists.~~
- 6) The City will consider creating a developer's traffic impact fee to help offset costs of widening the Calaveras Boulevard overpass enhancing capacities of east/west corridors.

I-237/I-880 & Tasman/I-880 Interchanges

- 1) The Interstate 237 and 880 interchange is highly significant and visible and provides a major gateway to Milpitas.
- 2) A comprehensive and, maintainable and complete landscape program is required for the I-237 and I-880 interchange, including the Tasman Drive and I-880 interchange.
- ~~3) Milpitas supports the completion of a full landscape plan for the I-237/I-880 interchange and is pursuing reinstatement of funding.~~

Tasman/I-880 Interchange

A comprehensive and maintainable landscape program is required for the I-237 and I-880 interchange.

I-680 High Occupancy Vehicle & HOT Lanes

- 1) Milpitas will continue to seek funding for the soundwalls on both sides of I-680 including the area adjacent to the Sunnyhills neighborhood.
- 2) Milpitas will coordinate with Caltrans and Alameda County Congestion Management Agency to minimize the impacts of soundwall construction on Milpitas citizens.
- 3) The City supports the study and implementation of High Occupancy Toll (HOT) lanes on I-680.

Light Rail Corridor

- ~~1) Milpitas will use available funding for landscaping in the Light Rail corridor to maximize visual impacts while minimizing ongoing maintenance costs.~~

Bike/Pedestrian Overcrossing at Union Pacific Tracks

- ~~1) Milpitas will provide 20% matching funds for all costs, including ongoing maintenance, for the east/west bike and pedestrian overcrossing at the Union Pacific railroad tracks between Calaveras Boulevard and Montague Expressway.~~
- 1) The City will pursue the reprogramming of funds to the Berryessa or Coyote Creek Trail Projects.

Valley Transportation Plan 2030 (VTP 2030)

1) Milpitas approved priorities are:

- a. Calaveras Boulevard overpass widening;
- b. Montague Expressway/Capitol Avenue grade separation;
- c. Dixon Landing Road/North Milpitas Boulevard intersection improvements; and,
- d. Dixon Landing Road widening.